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To find the correction to be made to the Amount of Crime in the Manufacturing Counties on account of the Agricultural Population contained in those Counties.

In the purely Agricultural Counties the population is equal to eight times the sum of the occupiers of land and labourers in husbandry, very nearly. I assume that the same proportion holds good in the Manufacturing Counties. I also assume that the Number of Commitments is in the same proportion among the Agricultural Population of the Manufacturing Counties as in the Agricultural Counties of the same class.

MANUFACTURING COUNTIES IN CLASS I.

Total Population	3,504,516	Total Commitments	4,615
Agricultural Population	1,450,080	Due to Agricultural Population....	522
Manufacturing Population	2,054,436	Due to Manufacturing Population	4,093
Hence the Number of Commitments in 100,000 of Manufacturing Population		} = $\frac{4093}{2,054,436}$	= 199
		Deduct 10 per cent.	20
		Corrected Result	179

MANUFACTURING COUNTIES IN CLASS II.

Total Population.....	832,842	Total Commitments	1,208
Agricultural Population.....	451,528	Due to Agricultural Population....	421
Manufacturing Population	381,314	Due to Manufacturing Population	787
Hence the Number of Commitments in 100,000 of Manufacturing Population		} = $\frac{787}{381,314}$	= 206
		Deduct 10 per cent.	20
		Corrected Result	186

MANUFACTURING COUNTIES IN CLASS III.

Total Population.....	934,994	Total Commitments	1,746
Agricultural Population.....	516,464	Due to Agricultural Population....	568
Manufacturing Population.....	418,530	Due to Manufacturing Population	1,178
Hence the Number of Commitments in 100,000 of Manufacturing Population		} = $\frac{1178}{418,530}$	= 281
		Deduct 10 per cent.	28
		Corrected Result	253

Railways in Prussia and other Continental States, at the close of the Year 1848. Contributed by BERNARD HEBELER, Esq., Consul-General for Prussia.

LENGTH of railways in Prussia opened for traffic, and in course of construction, undertaken by Government and by private companies, 482 German miles; capital invested, and further required for their completion, 187,703,621 Rthlr., averaging 389,400 Rthlr. per German mile. One German mile is equal to about five English, and 7 Rthlr. make 1*l.* sterling.

Neighbouring states participate in these railways for a length of 42 $\frac{3}{4}$ German miles in actual operation, involving, according to the

above given proportion, a capital of 16,600,000 Rthlr.; for although these are owned in Prussia, they extend over neighbouring states of the German confederation, viz.:—

Of the Magdeburg-Leipsic Railway.....	$4\frac{1}{2}$	German miles.
" Berlin-Anhalt Railway	8	"
" Berlin-Hamburg Railway.....	$17\frac{1}{4}$	"
" Thuringia Railway	13	"

Besides $3\frac{1}{2}$ German miles of the Aix-la-Chapelle and Mastricht line, still in course of construction, engaging a capital of 1,400,000 Rthlr., extend in the kingdom of the Netherlands, so that, including $4\frac{1}{2}$ German miles belonging to foreign railway companies and constructed upon Prussian soil, the exact total railway extent upon the Prussian territories comprises $440\frac{1}{4}$ German miles, on which a capital of 169,700,000 Rthlr. is invested.

We do not allude here to the railway from Kottbus to Schlochsee, length $4\frac{1}{4}$ German miles, cost 273,000 Rthlr., as it is worked by horses.

Of the above-stated total length of railways in Prussia, there were,

- At the close of 1848, $322\frac{1}{4}$ miles in active operation.
- " 118 " in construction.

For the construction of these railways, extending over 482 miles, the sum of 143,005,047 Rthlr. had actually been disbursed until the end of 1848, viz., 126½ millions on the Prussian territory. There is, therefore, still to be provided for a capital of 44,698,574 Rthlr., or on Prussian account 43,300,000 Rthlr.

To the total capital of investment, private companies have contributed 139,785,500 Rthlr., of which 129,540,050 Rthlr. have been paid up and disbursed, leaving a balance of 10,245,050 Rthlr. to be provided for. On the other hand, the Prussian Government is interested in the above total amount for 43,478,121 Rthlr., of which 9,024,597 Rthlr. were disbursed up to ult. 1848, and 34,453,524 Rthlr. remain for investment for the railways constructed by the State. Besides, the Governments of Weimar and Gotha are interested in the Thüringian Railways for a sum of 1,440,000 Rthlr., and the Governments of Mecklenburg and Hamburg jointly for 3,000,000 Rthlr. in the Berlin-Hamburg Railway.

Moreover, the Prussian Government has guaranteed the interest, at the rate of $3\frac{1}{2}$ per cent. for 31,650,000 Rthlr., of the total capital of investment, and admitted a priority of interest over a capital of 11,179,700 Rthlr.

The lines undertaken at the direct cost of the State, and already begun, are—

- a. The Saarbrück line, intended to connect the Ludwigs line, in the Palatinate, with the line from Paris to Metz.
- b. The Westphalian line (Haneda-Lippstadt-Hamm).
- c. The East line, beginning at the crossing of the Stargart-Posen line, near Driesen, to Königsberg, with a branch line from Dieschau to Danzig.

Some other projected lines are reserved for the future; the preliminary labours for the same are, nevertheless, already begun at the expense of the State. Their length and estimated cost are not comprised in the above-stated figures.

On comparing the state of railway building in Prussia with that existing in other countries, it becomes evident that Prussia has not remained behind. Of all the States on the European continent she possesses the greatest number. Austria, (excluding Hungary, Gallizia, and Italy,) had, at the close of last year, about 148 miles of railways worked by locomotive engines in active operation; about 52 miles were in course of construction. The capital intended for the formation of these 200 miles was 84,000,000 Rthlr., viz., 29,000,000 Rthlr. from private companies, and 55,000,000 Rthlr. from the State. There are, besides, in the German-Austria states, 33 miles of railways worked by horses, (cost 2,327,000 Rthlr.) The remaining German railways have a total length of about 508 miles, including the distances under construction, and the foreign lines domiciliated in Prussia, as mentioned above, requiring a total expenditure of about 199,000,000 Rthlr., in which private companies participate for about 65,000,000 Rthlr.

Of these railways 336 miles were in active operation at the close of last year.

Accordingly all the German railways, for so far as they are undertaken, offer an extent of 1,148 German miles, requiring a total capital of 453,000,000 Rthlr., (viz., 235,000,000 Rthlr. from the Governments and 218,000,000 Rthlr. from private individuals)

Hence, at the close of 1848, 806 miles (excluding 38 miles for horse-traction,) were opened for traffic, and it is estimated that by that time Germany had invested at least 350,000,000 Rthlr. in railways.

This capital, &c., is to be divided as follows:—

		Cost.	Length.	Length in Operation.
Prussia	with	37½ per cent.	38½ per cent.	40 per cent.
Austria	"	18½ "	17½ "	18¼ "
Other German States	,	44 "	44 "	41¾ "

Belgium had, at the close of 1848, 106 miles of railway extent, involving an investment of 60,000,000 Rthlr. France contemplates the construction of 734 miles of railways, costing 547,600,000 Rthlr., (308,600,000 Rthlr. by the State, and 239,000,000 Rthlr. by private individuals,) of which, at the end of 1848, only 298 miles were opened to the public, having cost 325,000,000 Rthlr. It is further to be observed that British capitalists are considerably interested in French railways, whilst Germany is limited to her own resources exclusively, the German capitalists being, moreover, largely interested in railway undertakings abroad.

The length of finished and projected railways in Great Britain and Ireland shows a total of 2,567 miles at a cost of 2,338,500,000 Rthlr. Of these, 1,070 miles, costing 1,361,200,000 Rthlr., were opened for traffic at the close of 1848.

In general there were open for traffic in Germany, Belgium, France, and Great Britain, at the close of 1848, 2,280 miles of railway, at a cost of about 2,100 millions Rthlr. The aggregate length of railways in

these countries as projected, is 4,550 miles, requiring an investment of 3,400 millions Rthlr., of which, therefore, 1,300 millions Rthlr. are still to be provided for.

We conclude with the following statistical computation:—

Of the railways opened for traffic at the end of 1848 the proportion of one mile is,

In Prussia	15½ square miles, and 51,500 inhabitants.
Austria, exclusive of Hungary, &c.,	24¾ " 82,000 "
Other German States.....	13 " 50,000 "
Germany, on an average	16½ " 55,800 "
Belgium	5 " 40,000 "
France	32½ " 116,000 "
Great Britain	5½ " 28,000 "

Proportion of one mile of railway *as projected*:—

In Prussia	11½ square miles, and 37,000 souls.
Austria.....	18½ " 60,000 "
Other German States	8½ " 33,500 "
Germany, on an average	11½ " 40,000 "
Belgium	5 " 40,000 "
France	13 " 47,000 "
Great Britain	2½ " 11,600 "

In consequence of which each inhabitant has to contribute as follows:—

In Prussia.....	10½ Rthlr.	In Belgium	14 Rthlr.
Austria.....	7 "	France	18½ " "
Other German States	11½ " "	Great Britain	78 " "
Germany, on an average	10 " "		

Lastly, a Prussian mile of railway costs,

In Prussia	389,400 Rthlr.	In Belgium	566,000 Rthlr.
Austria	420,000 "	France	745,000 "
Rest of Germany ...	394,000 "	Great Britain	911,000 "
All Germany.....	395,600 "		

Statistics on the Manufacture of Plate Glass in Great Britain from 1760 to 1847, with Remarks on Foreign Productions and the Export Trade.

By HENRY HOWARD, Esq., Plaistow, Essex.

Dates.	PRICES AT WHICH SOLD BY THE TRADE TARIFF.				
	In. 12 by 12.	In. 24 by 18.	In. 36 by 24.	In. 48 by 30.	In. 60 by 42.
1760 Vaux- hall.	s. d. 5 2 per foot.	s. d. 6 2 per foot.	s. d. 12 8 per foot.	s. d. 40 9 per foot.	s. d. 81 0 per foot.
1819	13 1 "	15 10 "	16 5 "	about 24s. per ft.	about 28s. "
1827	6 8 "	9 9 "	10 9 "	13 2 "	18 10 "
1836	7 0 "	9 0 "	9 0 "	10 0 "	13 2 "
1845	7 0 "	9 0 "	9 0 "	10 0 "	13 2 "
1847	3 4 "	5 1 "	6 10 "	8 4 "	11 10 "
Duty Free.					